

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 11th instant, commencing at 2.45 P.M.
RANGES—200, 300 and 600 yards.
Seven Shots and One Sighter at each Range.
ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 10th May, 1901.

NOTICE.

I THE Undersigned, hitherto known as ELLIS KADOOIE, whereat my Hebrew Name is ELLIS KADOOIE, have this Day assumed this Name and shall henceforth be known as ELLIS KADOOIE.
ELLIS KADOOIE.
Hongkong, 10th May, 1901.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS HALL, Zealand Street, on THURSDAY, the 16th instant, at 8.30 p.m. precisely. Visiting brethren are cordially invited to attend.
Hongkong, 10th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 10th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on THURSDAY, the 16th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain Ramsay, will be despatched as above, on THURSDAY, the 16th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th May, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., 24 S.S. China and Peninsular.

From Persian Gulf, &c. B.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 10th May, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 10th May, 1901.

NOW READY.

RECEIPT ACCOUNT.

OF THE

H.M.S. "TERRIBLE,"

HONGKONG.

FESTIVITIES THEREIN.

WITH A

WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper, 30 CENTS.

As only a limited number have been printed, intending purchasers should send their Orders early for the issue of this interesting Souvenir will soon be exhausted.

Hongkong, 1st June, 1900.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND.....\$10.80

B.—GLENORCHY, MELLOW.

BLEND, a fine 'Soda'

WHISKY of great age... 10.80

C.—ABELOUR-GLENLIVET... 12.00

D.—H.J.K.D., BLEND of the

Finest Old Malt Scotch

WHISKIES..... 14.40

WATSON'S SPECIAL:—

"E"

VERY OLD LIQUEUR SCOTCH

WHISKY..... 15.00

Of superb quality and great age

—pronounced by all connoisseurs to

be the BEST BRAND in the Far East.

Small quantities are supplied at proportionate whole sale rates.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

DEATHS.

On the 10th instant, HAROLD THORNE, aged 23.

At Boscombe, (Bournemouth), April 6th, W. B. ANDREWS, R.N.R., late Commodore P. & O. S. N. Co., aged 66.

At Falkland, N.B., April 7th, C. CARMIE, late of Singapore, aged 91.

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MANCHU STAKES (China Ponies).

Mr. Macpherson's Kitchener..... 1

Mr. Buxey's Rose of the Roses..... 2

Mr. Hansa's Betha..... 3

Time, 3.03/5.

CONSOLATION CUP (China Ponies).

Mr. Crawford's Esperance..... 1

Mr. G. H. Potts's Forest King..... 2

Messrs. Eric & Ralph's Hasdrubal..... 3

Time, 3.32 1/5.

CHAMPION SWEETSTAKES (China Ponies).

Mr. Duplex's The Dealer..... 1

Mr. John Peel's Set..... 2

Mr. Kanuck's Ichimura..... 3

Time, 2.01.

[The above results are published with the kind permission of the Hongkong Jockey Club.]

WEATHER REPORT.

The Observatory report says:—

On the 10th at 12.10 p.m. the barometer has risen on the E. coast of China, fallen in Formosa.

The depression in the North is probably moving Eastwards in Japan. Pressure is also relatively low in the neighbourhood of Formosa.

The winds will probably freshen from N.E. in the Formosa Channel. Forecast:—N. to N.E. winds, moderate; fair.

LOCAL AND GENERAL.

The French mail of the 8th April was delivered in London on the 8th inst.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

THE latest addition to the P. & O. fleet is the *Soudan*, which is being built to their orders on the Clyde, and was launched there the other day.

WE have received the following Express from the Manager of the Joint Telegraph Companies:—Communication with Tsingtau by cable is interrupted.

THE following deaths are announced, Mr. Cesar Celso Moreno, at Washington, U.S., from paralysis at the age of 70 years, and Capt. W. B. Andrews, R.N., the commodore skipper of the P. & O. Co.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

W. J. Saunders.....\$25

W. D. Graham..... 10

Sums under \$5..... 3

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies

IN the Supreme Court case yesterday in which Mr. Samuel Meggett sued Messrs. Lane, Crawford and Co. for \$1,000 damages for alleged wrongful dismissal, Mr. J. S. Hurston appearing for plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Deacon and Hastings) for the defendant firm, judgment was entered for the latter.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.:—

PROGRAMME.

1.—Overture....."Crown Diamonds".....Auber.

2.—Waltz....."Sweet Brier".....C. L. Whiting.

3.—Song....."Flight of the Dove".....Herald.

4.—Selection....."Der Trumpeter von Sackingen".....Nessler.

5.—Serenade....."You sleep".....Sullivan.

6.—Waltz....."Direct and Indirect".....Strauss.

"God save the King."

IT may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE Bar are done out of their fair share of the punkah in the Supreme Court, the fan being hung so that it carefully cools the legal documents on their table but leaves the perspiring barristers well beyond its effective limit. The Press have nothing to complain of in this respect, but whenever it rains they are gently sprinkled. Journalism may be dry work, but it is unpleasant to have it moistened in such a manner.

THE following is what the *L. & C. Express*, has to say about the late Mr. G. E. Noble:—We much regret to announce the death of Mr. G. E. Noble, which occurred on 10th ulto, after an illness of some duration, the actual cause of death being due to hemorrhage. Mr. Noble held the staff of the Hongkong and Shanghai Banking Corporation in 1868, and was manager of the Bombay branch in the late seventies. He was afterwards inspector of the bank, sub-manager of the head office in Hongkong, and subsequently, for about fifteen months, chief manager in 1890-91, when he had to relinquish the post owing to ill-health. From 1893 to the end of 1897 he was one of the joint managers in London, a post which ill-health again made it necessary for him to vacate, and he became one of the London committee, on which he was up to his death. Mr. Noble was about 55 years of age, and was one of the oldest officials of the bank. He was held in high esteem in City circles, and his position brought him many friends, by whom he was greatly respected. Mr. Noble has two sons engaged in Eastern banking, one being in the Hongkong and Shanghai Bank at Hongkong and the other in the Chartered Bank in Manila.

It was on the 20th of June last, says *Sport & Gossip*, that "Jim" Watts, as he is known by his old friends, started on that memorable ride to Taku, which saved Tientsin and its inhabitants. It was during the Autumn races last year that Jim Watts, in two races on Igel and three on Set was first to catch the judge's eye. It will be on 14th of this month that Jim Watts will lead to the altar the daughter of one of our best known sportsmen. Here's health to the bride and bridegroom.

EMINENT philologists and sociologists of all countries, principally, says the *Gaulois* of England, France, and Germany, are proposing international conferences for the purpose of choosing a universal language to facilitate international relations during the 20th century. The majority of the savants in question are, it is said, in favour of the Japanese language as the best medium, on account of the brevity of its phrases and the number of ideas which can be expressed in a few easy words. Another argument is that it is the most polite of all languages, and that it would be impossible to swear or be discourteous in Japanese.

In the case at the Shanghai Supreme Court, Pickwood &

and reverse engines just before she dropped her anchors.

By Capt. Anderson. There was a strong flood tide running a little on the port bow. Had the *Glengyle* not been stopped she would have cut into the *Hongkong* up to the bridge.

By His Lordship, Withness was in command of the ship. The pilot was only there for him to consult. The entry in the deck log saying the ship was under the pilot's orders only refers to the anchoring at Stonecutters. From the time of leaving Stonecutters to the time of the collision the pilot gave no orders. Before the collision the pilot was already out with the mooring line. The combined effects of the collision and the reversed engines probably sent the *Glengyle* back 150 feet.

The Court then adjourned until Monday next.

THE PLAGUE.

Number of cases reported up till noon of the 9th May, 1901..... Chinese..... 368
Other Asiatics..... 2
Europeans..... 2
Number of cases reported during the past 24 hours..... Chinese..... 25
Other Asiatics..... 0
Europeans..... 0

Total number of cases reported to date 399

Number of deaths reported up till noon of the 9th May, 1901..... Chinese..... 344
Other Asiatics..... 1
Europeans..... 1

Number of deaths reported during the past 24 hours..... Chinese..... 18
Other Asiatics..... 0
Europeans..... 0

Total number of deaths recorded to date 395

We regret to learn that Mr. Thorne, of the Hongkong Dispensary, has succumbed to the attack of plague from which he was suffering. This makes the second European death this year from plague.

Mr. Thorne had not been very long in Hongkong and was only 23 years of age. He was a member of the Volunteer Corps and was awarded a military funeral this afternoon by his comrades.

We greatly regret to learn that Mr. Hawkes, also of the Hongkong Dispensary, who has been under observation, has developed plague symptoms. This makes the third European case this year.

CANTON NOTES.

(From Our Own Correspondent.)
RECEIVED REPORT.

CANTON, May 9th.

Viceroy To has succeeded in introducing one change in the police department of Canton which should have a beneficial effect. As is well known there is a section of the city known as the Ki Ha, and the Manchus district. Into this part of the city the soldiers of the Nam Hoi could not go to arrest anyone charged with crime. The Ki Ha and Manchus officials had first to give their consent or make the arrest. The result has been that this part of the city has become a "City of Refuge," and many a guilty person has found protection among the Ki Ha's. A proclamation has been posted giving notice that hereafter arrests may be made throughout this section by the ordinary police. The Ki Ha and Manchus will no longer be allowed special privileges in the matter of police control. As is to be expected this change meets with favour from the Cantonese. Any curtailing of the privileges of the Manchus is regarded as a step in the way of reform.

THE GOVERNOR OF KWONG SAI.
It is reported that an anti-foreign governor, a man whose punishment was demanded by the allied Powers, has been appointed for Kwong Sai. I learn also on good authority that the British Consul General has protested against the appointment of this man. Kwong Sai is just putting off its anti-foreign prejudices, and it would be a pity to have a reactionist sent there to stir up trouble.

PLAGUE.
Notwithstanding reports to the contrary, plague continues to spread in the city, and is epidemic in several parts of it. It is also spreading to the eastern part of the city. This morning several cases are reported near Yau Lan Men.

THE CRISIS IN THE NORTH.

The Court.

SHANGHAI, May 6th.

The local mandarin has received news from Hsian to the effect that preparations for the removal of the Court to Hsian are being actively proceeded with, and that the Imperial Astronomical Board has been ordered to fix upon a lucky day and hour for the commencement of the journey.

Missionary Indemnity of Chekiang.

The *Universal Gazette* hears from Ningpo that the Chekiang missionaries have agreed to accept \$364,000 as indemnity for losses incurred by them and their converts during the riots in that province last year.

A Good Official.

The China Merchants' steamer *Hsinyi*, took up as a passenger yesterday morning for Tientsin H.E. Hu Yu-fen, ex-Governor of Peking and ex-Director-General of Northern Railways. It will be remembered H.E. had a very narrow escape from death at the hands of the Boxers last July whilst journeying overland from Peking to this post. It is stated here that H.E. is going up to Peking at the invitation of Sir Robert Hart to assist in some important measures to be inaugurated by the latter in the near future.—*N. O. D. News.*

PEKING.

PEKING, May 3rd.

Lieutenants Kister, des Arts and von Kumer undertook a reconnoitring expedition from Kalgan into the province of Shansi, with a detachment of German cavalry, going about 60 miles beyond the border of Chihli. They returned by the way of Tatungfu and Kuang-chang to the Province of Chihli. Whatever parts of Shansi they crossed they found quiet, with no trace of Chinese troops, either Imperial or General Tung Fu-hsing's.

The cases with Chinese antiquities and relics which General Frey sent some months ago as loot to the museums in France, but which were given back by the French Government, arrived here and have been delivered to the Imperial Palace.

Count Waldersee returned to-day to Peking after having inspected the German garrisons at Chingping and Chamo, and having paid a visit to the Ming Tombs.

The German Brigade under Major-General von Kettler, which fought the other day at the Great Wall with the troops of Liu Kuan-shan, suffered a great deal from the border of Shansi to the railway; they lost one man by sunstroke and had a number dangerously ill from the same cause, but their wounded men arrived in good condition.—*Orientalische Lloyd.*

AT THE MAGISTRACY.

ROGUES AND VAGABONDS.

Wong Fat and Sha See were arrested at Aberdeen by P. S. O. Arthur Langley, in a motor belonging to the Dairy Farm Co. They were given fourteen days' each by Mr. Kemp.

TEA AND CAKES.

Hawking tea and cakes without a licence cost Fong Pak a couple of dollars.

AN OVERCROWDED LAUNCH.

Edward Johnston, P. C. 29, stopped the launch *Tai Ying* which plys to Chin Wan and found 159 passengers on board. She had only a licence for 122. A fine of \$30 or a month's hard labour was imposed on the master of the craft.

NOT FISH.

For unlawfully using their fishing junk for the carriage of cargo, the masters of three boats were fined \$10 each.

DAMAGING A TREE.

Li Chan was found by a District Watchman damaging a tree on Crown Land. He could not pay the fine of \$3 imposed by Mr. Kemp, so went to gaol for a week.

ENDANGERING THE CABLES.

For anchoring his junk too near the telegraph cables, Chai Cheng was fined \$25 or six weeks. He paid up and will doubtless be of the opinion that the vicinity of the cables is not a safe anchorage.

THEFT AT THE NAVAL YARD.

Chan Tong, a coolie, stole three brass weights from the Naval Yard. He admitted the theft and was sentenced to a month's hard labour.

BLOCKED WITH MEAT.

Lo Kin blocked the public street with his two baskets of meat. The eagle eye of Chinese Constable Ng Cheung espied him. Result, \$2 or a week.

A HARD WORKING INSPECTOR.

Sanitary Inspector L. E. Brett had a large list of prosecutions down for various offences this morning. He obtained no less than 25 convictions. A good day's work for Brett.

PATE DE FOIE GRAS AT MANILA.

The *Manila Times* of the 4th inst. gives the following account of how a Chinese contractor fed his men with the meat of glandered horses. A startling and shocking revelation has just come to light in connection with the recent crematory scandal. It appears that Tio Keek, who runs a large tannery in Tondo, and employs almost two hundred Chinese, has not only been buying the hides of the diseased animals which are ordered to be slaughtered at the crematory, but has been securing the hearts, livers, lights and tongues and other edible portions of the meat, and feeding them to his men, to whom he supplies board as part wages.

These revelations have come in connection with the trial of Gerardo Salvador, the overseer of the crematory, and Tio Keek. These men were arrested a few days ago for being implicated in the scandal, as were also some eleven or twelve men, who worked at the crematory. At the trial Salvador was sentenced to six months' imprisonment and a fine of \$300. Tio Keek, the leather-merchant, was under \$300 bail; but he preferred to forfeit his bail and refused to appear. The police were ordered to rearrest him, but from last reports he had not yet been captured.

The case was investigated and worked up by the secret-service man at Santa Cruz station. The plan as discovered by him was that Tio Keek should pay the crematory overseer two dollars and a half for each hide with whatever perquisites pertaining thereto might be desired by the Chinaman, and that nothing should be said.

The immediate cause of the investigation was the death of two horses from the glanders. About eight o'clock at night, when the animals were supposed to be cremated, the secret service policeman called at the crematory to see that the task was performed properly. Certain indications aroused his suspicions that the prescribed regulations regarding the mode of cremation were not being followed, and he instituted enquiries for the deceased animals. The answers received proving unsatisfactory, he began a search, finally bringing up to a quill standing suspiciously in the road. When he examined it, he was startled to find the hides of the horses stuffed in the quill. In the hides were placed sundry parts of the deceased animals, including the hearts, livers and tongues. All these organs showed signs of the ravages of the disease, the tongues being especially disfigured and swollen. To two of the nature size. After further enquiry, the information was developed that these portions of diseased and glandered meat were to be fed to the men employed by Tio Keek in his tannery in Trozo.

The health department has been notified, and it is expected that a closer watch will hereafter be kept on the disposal of the dead and diseased animals which are taken to the crematory.

Doubtless incidents of a like nature are common among the Chinese and the natives, and a large portion of their food is more or less tainted and diseased. They seem to have not even rudimentary ideas of the terrible effects of diseased meat, and in some cases even prefer that which is old and foul-smelling. When such occurrences as the present are considered, one does not have to wander far in order to form some idea as to what is largely accountable for the prevalence of plague and kindred diseases in this city, and other places in the Orient.

BY THE MAIL.

[From Home Papers.]

The Australian Federal Cabinet has not been long in giving evidence of a mind of its own. At its first sitting Mr. Barton and his colleagues came to the decision that they were unable to recommend the suggestion of Mr. Chamberlain that Boer prisoners should be sent to Tasmania. This the polite Reuter. The man in the Australian street will probably interpret them as saying, "No Boers at any price." This insensibility to the merits of a simple pastoral people will shock our amiable Radicals. But the explanation is presumably to be found in the still vivid memories of the bushranger times. If a band of Boers broke loose they would take some catching, more especially in the up-country districts where the farmers live far apart. The Federal Cabinet, therefore, is acting in agreement with popular sentiment by objecting to the arrival of modern survivors of the brave old "Starlight" and Kelly days. What a pity, though, that the

Radical papers failed to detect this morning another unmistakable "snub to Mr. Chamberlain."

The Amur Massacre.

General Orlov has been honoured with an "Imperial" reprimand because, instead of carrying out his instructions to kill and spare not on the Amur, he did try to spare the peaceful inhabitants. For this he has been reprimanded. It is now authoritatively known, says the Moscow correspondent of the *Standard*, that the responsibility for the horrible atrocities at Blagovestchensk rests with the War Office at St. Petersburg. General Gribkiy, who carried out his orders to the letter, has not been reprimanded. He will probably be promoted. Russia is a pleasant country. There is a ruthless unscrupulousness about her rulers that makes one shudder at times. One is reminded of the Russian General who was ordered to stamp out the cholera in a certain district. He asked for a large sum of money, which he expended on petroleum. Then at dead of night he turned the hose on the village and burned it to the ground. Not a soul escaped, and the plague was arrested.

An Incident at the Queen's Funeral.

The story of the girl who, yielding to a humanitarian impulse, relieved a woman, who appeared to be in a fainting state, of her baby and had it left upon her hands by the disappearance of the mother, was one of the incidents of the story too good to be true. It was true, however, writes a correspondent who has since verified all the facts. The girl who had the infant foisted upon her is employed in a shop and is of extremely respectable parentage. At the time of the incident she was accompanied by a young friend. After the mother was nowhere to be found, the embarrassed young woman told her story to a policeman on the outskirts of the crowd. "I have heard that story before," he grinned in a knowing way, and refused to believe her. A visit to the police-station brought the same result—an utter disbelief of the unfortunate young woman's story. The workhouse was tried, but with no better fortune. It was six weeks before the shop-girl was able to get rid of the child which had been foisted upon her in so strange a way, and it entailed the very greatest trouble on her friends before they could induce the parochial authorities to accept the true version of the case. The next time a young woman is in a crowd and spies a woman with an infant in arms apparently about to faint, she will content herself with propping up the mother and leaving the child alone.

Admiralty Appointments.

The following appointments have been made at the Admiralty: Deputy Inspector-General W. B. Drew, to Hongkong Hospital, to date April 11th. Sub-Lieutenant R.N.R. H. T. M. Watkins, to the *Ocean* for 12 months' training as acting lieutenant, to date April 10th. The *Talbot*, cruiser, was commissioned at Devonport on 10th inst. by Captain F. G. Stopford, with a crew of 437, to relieve the *Bonaventure*. Captain C. J. G. Sawle, on the China Station. The *Talbot* will take out a new crew for the *Woodlark*, river service boat, Lieutenant and Commander H. E. Hillman, which is to be recommissioned at Shanghai.

In consequence of the augmentation of the Chinese regiment, the Colonial Office has applied for the services of a number of infantry non-commissioned officers not above the rank of colour-sergeant, for service therewith, on a two-years' engagement. The emoluments range from £150 to £200 per annum, with £20 per annum extra if proficient in the Chinese language.

The China Station.

Orders have been issued for the cruiser *Edith*, refitting at Chatham Dockyard at a cost of £13,110, to hoist the pendant on May 20 for a three years' commission on the China Station. The *Edith* returned to England a few months since from the East Indies Station, where she served a commission as flagship. She is a sister cruiser to the *Isis* and the *Didia*, which were transferred from the Mediterranean to the China Station last year, and will be recommissioned at Hong Kong with new crews on completing the present commission.

The Admiralty have given orders for the following ships serving on the China Station to return to England during the financial year 1901-1902, on being replaced by ships sent out to relieve them: The first-class battleship *Centurion*, for seven years' flag-ship of the Commander-in-Chief of the China Station; the first-class battleship *Barfleur*, flagship of the second in command on the China Station, which was transferred from the Mediterranean to the China Station three years since; the second-class cruiser *Bonaventure* and *Hermione*; the second-class gun vessel *Linnæa*; and the first-class gunboat *Peacock*. The third-class cruiser *Marathon*, which has been temporarily transferred from the East Indies to the China Station, will also return to England.

Decorations for Mr. Watts.

Referring to our remarks last week as to the British Government being unable to reward Mr. Jim Watts for his now famous ride, in the meanwhile, says the *L. & C. Express*, as if to heap "coals of fire" a few days after the answer given in the House of Commons, the *Gazette* notifies that: "The King has been pleased to give and grant unto James Watts, Esq., His Majesty's Royal licence and authority that he may accept and wear the Cross of a Chevalier of the Royal Belgian Order of Leopold, conferred upon him by His Majesty the King of the Belgians in recognition of his active and distinguished service on the occasion of the recent siege of Tientsin." Two foreign decorations, but none from his own country!

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1893.
Barometer..... 29.867
Thermometer..... 72.2
Humidity..... 82.0
Rainfall..... 15.0

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer..... 29.83 29.76
Temperature..... 78 80
Humidity..... 82 75
Rainfall..... 0.02 —

TO-DAY.
Friday, 10th May, 1901.
Chinese—2nd of 3rd moon of 27th year of Kwang-su.
Sun—Rises..... 5hr. 24min.
Sets..... 6hr. 29min.
High water—Morning..... 3hr. 30min.
Afternoon..... 1hr. 18min.
Low water—Morning..... 9hr. 10min.
Afternoon..... 5hr. 10min.

ANNIVERSARIES.

1774—Louis XV. died.
1855—H.M.S. *Rattler* destroyed a piratical fleet near Hongkong.
1857—The Indian Mutiny broke out at Meerut and Delhi.
1864—Capture of Chang-Chow by Col. Gordon and "The Ever Victorious Army."
1865—Jefferson Davis captured in Georgia.
1876—Great typhoon in Formosa; 4 ships lost.
1885—Occupation of Port Hamilton by the British fleet.
1894—Hongkong declared infected with Bubonic Plague.
1898—Congress pass vote of thanks to Admiral Dewey. U.S. torpedo boat *Winslow*, engages 3 Spanish gunboats off Cardenas.
1899—The Anglo-German loan of 50 million taels for Tientsin and Chinkiang Railway signed.
1899—Great Exhibition at Earls Court, London.

TO-MORROW.

Saturday, 11th May, 1901.
Chinese—23rd of 3rd moon of 27th year of Kwang-su.
Sun—Rises..... 5hr. 23min.
Sets..... 6hr. 29min.
Moon—Last Quarter 10hr. 15min. a.m.
High water—Morning..... 3hr. 29min.
Afternoon..... 1hr. 18min.
Low water—Morning..... 9hr. 8min.
Afternoon..... 5hr. 10min.

ANNIVERSARIES.

1843—Wang-An-tung and Hsienling visited Hongkong.
1861—Armed attack on the offices of Messrs. Holiday, Wise & Co.
1866—"Black Friday"; extensive Bank failures etc. in England.
1878—Attempted assassination of the German Emperor.
1880—The Duke of Genoa arrived in Hongkong.
1889—Death of Father Damien.
1891—Attempted assassination of the Czar, which in Japan.
1894—Collision between the *Afike Maru* and *Monmouthshire* near the Tungsha lightship.
1897—The Powers proposed mediation between Turkey and Greece.
1898—Fire at Sakai Japan, 20,000 yen damage.
1899—Wreck of the *Selkirk* on the Apo Shoals, Mindoro Islands.
1899—A large meeting at Sydney support the Outlander's petition to the Queen.

AGENDA.

TO-MORROW.

Noon—P. & O. steamer *Ballaarat* with Mails etc. leaves for Europe.
4 p.m.—J. C. S. N. steamer *Yuen-sang* leaves for Manila.

SUNDAY, 12th.

Daylight—O. S. K. steamer *Daijin Maru* leaves for Coast Ports.

TUESDAY, 14th.

Cargo ex *Hitachi Maru* subject to rent.
Cargo ex *Wittenberg* subject to rent.

WEDNESDAY, 15th.

Daylight—O. S. K. steamer *Akashi Maru* leaves for Coast Ports.

Noon—C. P. R. steamer *Empress of Japan* with Mails passengers etc. leaves for Vancouver B.C.

Noon—N. D. L. Co.'s steamer *Prinz Heinrich* leaves for Southampton.

Cargo ex *Hongkong Maru* subject to rent.

WEDNESDAY, 22nd.

Daylight—O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

SATURDAY 25th.

Noon—U. S. Co.'s steamer *China* leaves for San Francisco via Shanghai etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

May 3rd.
Mr. Dixon, chief officer of the s.s. *Hankow*, has taken command of the s.s. *Sainan*, on the Canton Whow run.
Captain Lossius, of the s.s. *Nanning*, takes command of the *Fatsan*, on the Hongkong-Canton run.
Captain Dick, of the s.s. *Fatsan*, goes home.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Hamburg*) 14th instant.
Indian (*Suisun*) 15th instant.
American (*China*) 16th instant.
American (*Doric*) 23rd instant.
Canadian (*Empress of China*) 28th instant.

The N. P. Co.'s steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 8th inst.

The Austrian Lloyd's S. N. Co.'s steamer *Gisela*, left Kobe via Moji for this port yesterday, the 9th inst.

The J. M. Co.'s steamer *Suisun* from Calcutta and Straits left Singapore for this port on the 8th inst., at 6 p.m.

The N. Y. K.'s steamer *Awa Maru*, (European Line) left Kobe via Moji for this port 8th inst., and is expected to arrive here on Wednesday, the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. *Dennington*..... at Kowloon Dock.
Nanchang..... " "
Hongkong Maru..... " "
Haiching..... " "
Union..... " "
Kiang Tung..... " "
Hongkong..... " "
Meade..... " "
Neurak..... " "
Saturn..... " "
Burnside..... " "
Compania Filipina..... " "
Lung Tsing..... " "
Hongkong..... " "
Colon..... " "
Pellana..... " "
Quarta..... " "

PASSED THE CANAL.

Outward—16th April—*Machaoan*, *Achilles*, *India*, *Adriatic*, *Deucalion*, *Eastwold*, *Ville*, *Alger*, 19th April—*Bengale*, *Banca*, *Nurnberg*, 23rd April—*Annam*, *Hamburg*, *Benmore*, 26th April—*Wakasa Maru*, *Coudon*, 30th April—*Prometheus*, *Straussburg*, *Auchenard*, *Dragman*, *Heathcote*, 3rd May—*Ernest Simons*.

Glenloch, *Java*, *Maria*, *Valeria*, *Laland*, *Maria*, *Lindensahl*, *Kedross*, 8th May—*Ching Wo*, *Albenga*, *Suchsin*.

Homeward—3rd May—*Stentor*, 8th May—*Tamara Maru*, *Freiburg*.

Arrivals at Home—4th May—*Juteopolis*, *Moravia*, *Pothan*, 9th May—*Ernest Simons*.

Shipping.

Arrivals.

APENRADE, German steamer, 611, Lorenzen, 9th May—Haiphong 6th May, General—Jessen & Co.

ST. MARY, British steamer, 1,939, A. Scott, 9th May—Takli 3rd May, Ballast—Melchers & Co.

BENGAL, British steamer, 2,751, S. Barcham, 10th May—Bombay 24th April, and Singapore 5th May, Mails and General—P. & O. S. N. Co.

BENIARIG, British steamer, 1,352, Krobble, 10th May—Bangkok 3rd May, Rice—Bradley & Co.

BALLAARAT, British steamer, 2,860, C. T. Denby, R.N.R., 10th May—Shanghai 6th May, Mails and General—P. & O. S. N. Co.

HANOL, French steamer, 768, Pannier, 10th May—Haiphong and Hoihow 9th May, General—A. R. Marry.

ETURNIA, British steamer, 1,049, H. Crockett, 10th May—Canton 9th May, General—Jardine, Matheson & Co.

DESCARTES, French cruiser, 4,001, L. de Saulne, 10th May—Fochow 7th May.

THALES, British steamer, 838, A. J. Robson, 10th May—Haiphong 9th May, and Hoihow 9th, General—Douglas, Lapraik & Co.

CARTHAGE, British steamer, 5,198, J. R. London, 10th May—Canton 29th April, Government Stores—Government.

KWONG SANG, British steamer, 989, T. Arthur, 10th May—Canton 10th May, General—Jardine, Matheson & Co.

SULLBERG, German steamer, 782, J. Jessen, 10th May—Canton 10th May, General—Siemssen & Co.

FUSHUN, British steamer, 1,500, W. H. Lunt, 10th May—Canton 10th May, General—C. M. S. N. Co.

TAIYO MARU, Japanese str., 783, H. Bathurst, 10th May—Canton 10th May, General—Douglas, Lapraik & Co.

HINSANG, British steamer, 1,758, P. M. B. Lake, 10th May—Saigon 6th May, Rice—Jardine, Matheson & Co.

Clearances at the Harbour Office.
Hathna, French str., for Haiphong.
Emma Luyken, German str., for Singapore.
Treue, Chinese str., for Shanghai.
Esmeralda, British str., for Manila.
Sandakan, German str., for Sandakan.
Ferdene, British str., for Manila.

Taiyo Maru, Japanese str., for Chefoo.
Kongnam, German str., for Bangkok.
La Rhone, French str., for Canton.
Kongnam, British str., for Canton.
Kongnam, British str., for Canton.
Hoi-hong, French str., for Macao.
Obi, British str., for Moji.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU* F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	TO-MORROW, 11th May, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA.	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. Macmillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via TANILA, THURSDAY ISLAND, MUNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 6th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Hono- lulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Hono- lulu)	Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
THURSDAY, the 16th May, at Noon, taking
Freight and Passengers for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 23rd April, 1901.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTIENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCKREASONABLE PRICES.
Hongkong, 14th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONO-
LULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States,
and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may
be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-
WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the
regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European Officials in the Service of the Governments of China and
Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are
conferred and will apply only to Missionaries, Members of the Naval and Military Services,
and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full
first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-
embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from
the United States, Canada or Europe, to a port of call in Japan or China and re-embark at
such port of call for return voyage at any time within twelve months will be allowed a reduction
of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Company's, and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

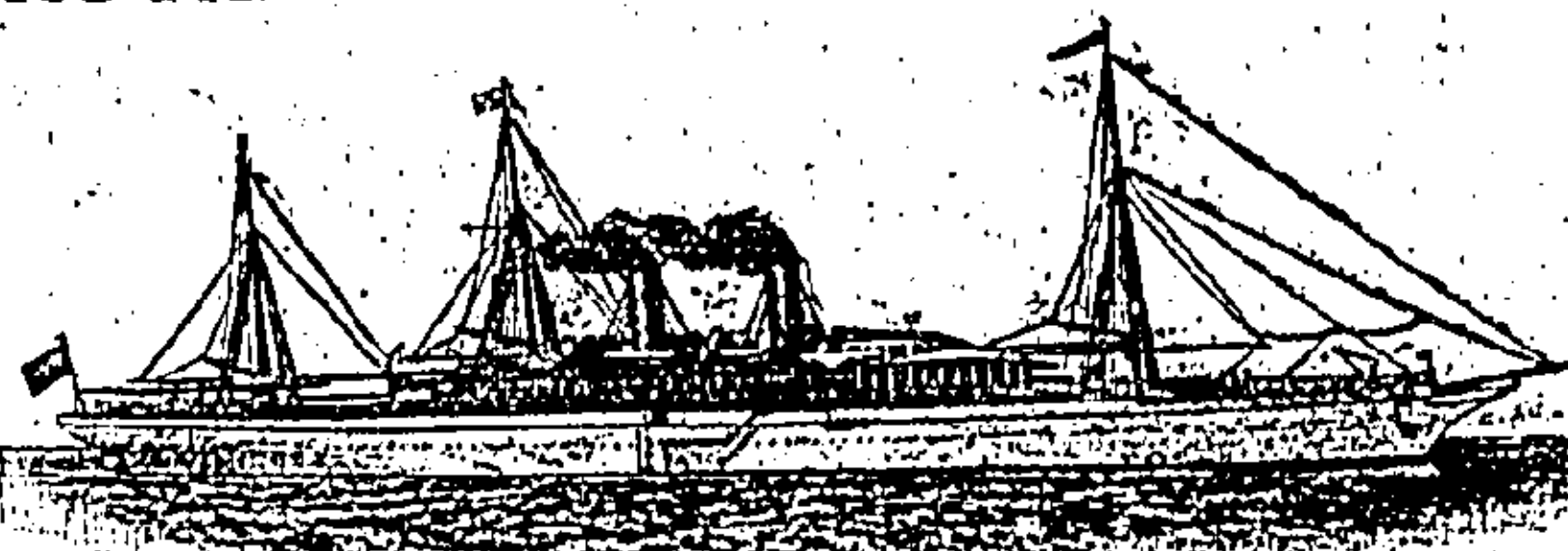
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold
or over) destined to Points, beyond San Francisco, in the United States, should be sent to the
Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value
is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Com-
panies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA Wagner	HAVRE and HAMBURG (Calling at SINGAPORE)	21st May. Freight.
SEGROVIA Foerck	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	31st May. Freight.
WITTENBERG Hempel	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	10th June. Freight.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 10th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
MOJI	"KALGAN"	11th instant.
YOKOHAMA	"CHANGSHA"	12th instant.
AMOY and SHANGHAI	"WOOSUNG"	14th instant.
FOOCHOW	"WUHU"	14th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by
these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is
carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MAGHAON"	14th May.
"	"ACHILLES"	16th May.
"	"PROMETHEUS"	16th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ANTENOR"	14th May.
"	"CALHOUN"	28th May.
"	"MAGHAON"	11th June.
LIVERPOOL (DIRECT)	"PYRRHUS"	10th May.
(Taking Cargo at LONDON RATES)	"ULYSSES"	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 9th May, 1901.

[12]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above
TO-MORROW, the 11th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.

For Freight, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th May, 1901.

[502c]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
"KNIGHT COMPANION,"
between

HONGKONG and PORTLAND (Or.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"

will be despatched for PORTLAND (Or.)

on WEDNESDAY, the 15th instant.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern Canadian and
United States Ports.

For through Rates of Freight and further
information communicate with or apply to
ALLAN CAMERON,
General Agent.

SHEWAN, TOMES & CO.

Hongkong, 1st May, 1901.

[432c]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
via SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Carlisle City... about May 16

Belgian King... about June 10

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN
FRANCISCO, via MOJI, KOBE, YOKO-
HAMA and HONOLULU, on THURSDAY,
the 16th instant.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply toBUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 9th May, 1901.

[184c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR FOOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship.

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the
above Port, on WEDNESDAY, the 22nd
instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

[321c]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

"AFRIDI".....24th May.

"HILGLEN".....14th June.

"LOWTHER CASTLE".....30th June.

"HEATHBURN".....17th July.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 6th May, 1901.

[145c]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"BISAGNO."

Captain P. Brusca, will be despatched as above
TO-MORROW, the 11th instant, at Noon.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 10th May, 1901.

[498c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the
above Ports, on SUNDAY, the 12th instant,
at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th May, 1901.

[226c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above
on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st May, 1901.

[481c]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.STEAM FOR
SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUEZ, PORT SAID,
FIUME and TRIESTE.(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA."

Captain Mosca, will be despatched as above
on WEDNESDAY, the 15th May, P.M.For information as to Passage and Freight,
apply toSANDER, WIELER & Co.,
Agents.

Hongkong, 24th April, 1901.

Consignees.

FROM HAMBURG, AMSTERDAM,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA"

Captain Duckett, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th May, 1901. [494c]

FROM HAMBURG, ANTWERP,
ROTTERDAM, PENANG
AND SINGAPORE.

THE N.D.L. Steamship

"WITTENBERG"

Captain Hempel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th May, 1901. [495c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU"

are hereby notified that their Goods are at their risk, being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901. [496c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at our Godowns at the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 14th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 17th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1901. [493c]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Koster, Jodet, Velpeau, and others, combines all the elements to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, palas and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, saraparrilla, &c., to the destruction of the sufferer's health and ruin of health. This preparation purges the whole system through the blood, and thereby eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous excess, waste of vitality, and all the diseases and sequences arising from exhausting strength, residence in hot, unhealthy climates, &c., possesses surprising power, and restores the vigor and to the debilitated throughout the system.

THERAPION No. 4 and 5, for Incurable Chemicals, and 6, for Incurable Chemicals, and 7, for Incurable Chemicals, and 8, for Incurable Chemicals, and 9, for Incurable Chemicals, and 10, for Incurable Chemicals, and 11, for Incurable Chemicals, and 12, for Incurable Chemicals, and 13, for Incurable Chemicals, and 14, for Incurable Chemicals, and 15, for Incurable Chemicals, and 16, for Incurable Chemicals, and 17, for Incurable Chemicals, and 18, for Incurable Chemicals, and 19, for Incurable Chemicals, and 20, for Incurable Chemicals, and 21, for Incurable Chemicals, and 22, for Incurable Chemicals, and 23, for Incurable Chemicals, and 24, for Incurable Chemicals, and 25, for Incurable Chemicals, and 26, for Incurable Chemicals, and 27, for Incurable Chemicals, and 28, for Incurable Chemicals, and 29, for Incurable Chemicals, and 30, for Incurable Chemicals, and 31, for Incurable Chemicals, and 32, for Incurable Chemicals, and 33, for Incurable Chemicals, and 34, for Incurable Chemicals, 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